



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

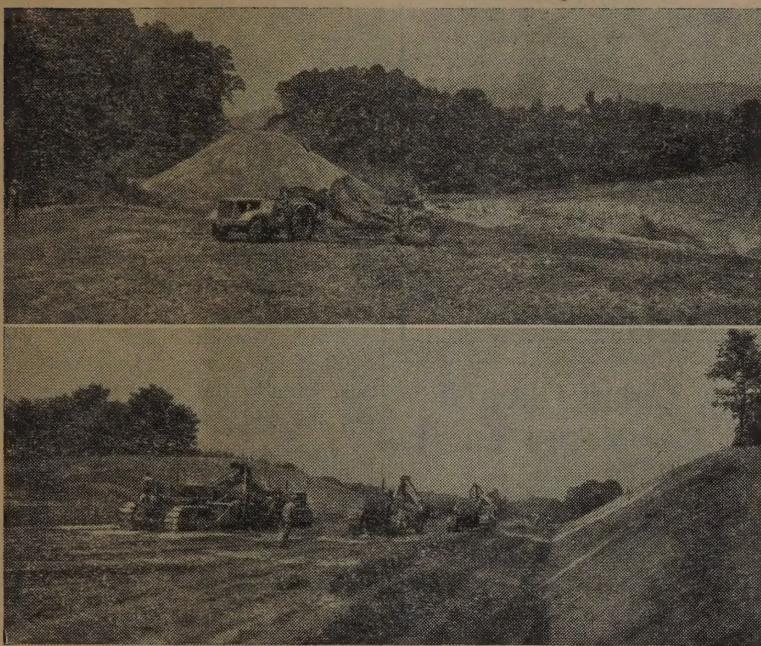
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Friday, June 27, 1947

SCENES ON BUNCOMBE PROJECT



Work on Project 9076 near Asheville, which calls for excavation of 478,000 cubic yards of earth, is progressing rapidly according to report by Assistant Division Engineer W. M. Corkill. Almost half completed, the project is currently costing approximately \$1,750 per day. Total cost is to \$230,700.40.

Huge Western Carolina Road Project Setting Record For Excavation Work

Asheville.—Something like a record for North Carolina is being set on Project 9076, located on U.S. 70 west of Asheville, where excavations now in progress are to include removal of almost 500,000 cubic yards of earth within the next four months.

Contract for the project was awarded to A. B. Burton Construction Company of Lynchburg, Va. and the cost of the job will (Continued on page four)

PURCHASING PROBLEMS

BY W. G. REAVES
Assistant Purchasing Agent

Prices are still gradually shifting. Some on the incline while others on the decline. Crude rubber continued to decline and dropped to a level about 2¢ below synthetic rubber. Raw cotton is off some. Southern pine lumber quotations continue to ease off; another \$1 cut brought the price down. Foods that are up included wheat, corn, (Continued on page three)

May Report Lists Serious Accidents

Raleigh.—Two serious accidents and 117 others, including 13 eye injuries, occurred during the month of May, Safety Director James P. Dodge has reported.

On May 2 a bridge maintenance employee attempted to stop a power saw by seizing the belt with his hand, and sustained injuries which resulted in the amputation of a finger. On May 20 the second serious accident of the month occurred in the Sixth Division when a powderman, forcing dynamite into a hole with a drill rod, received severe bruises on arms, legs and chest from the premature explosion.

For the month, there were 24 equipment accidents, 75 minor injuries, and 20 lost time injuries. The May total of accidents showed an increase over the April record of 83 accidents, Dodge said.

During May, Dodge stated, the Second Division continued to hold first place among field units for the (Continued on page three)

"Governor Cherry," LCT Ferry Vessel Begins Croatan Sound Service June 12

Retirement System Changes To Benefit Highway Employees

Raleigh—Changes in the North Carolina Retirement System made by the 1947 General Assembly will benefit many of the 9,000 highway employees now enrolled in the system, Executive Secretary Nathan Yelton has announced.

All highway employees, in common with teachers and other state employees, on July 1 will be in line for increased retirement benefits when both individual and State contributions to the system will be increased by one per cent, but two groups, persons who worked on county road systems prior to 1921 and persons retiring from highway service at the end of this fiscal year, stand to receive special benefits.

County road work performed prior to 1921, Yelton points out, is now a basis for retirement benefits, when accompanied by legal proof as to the length of pre-1921 service. Highway employees who have performed such service and want to claim it as a basis for retirement pay should file applications, Yelton stated.

Highway employees retiring from State service on or after July 1, 1947, Yelton declared, will automatically receive a 25 per cent increase in retirement pay, although their personal contributions to the system were not affected by the recent 25 per cent increase in the amount of deductions.

Employees of the Highway Department who served in World War I also may receive special credit for service in the armed forces, if certain requirements are met. All persons now employed by the Highway Commission who are eligible for any of the special retirement benefits, are being urged to file their applications as promptly as possible with the State Retirement System.

Highway employees who signed non-election forms in 1941, and are not members of the retirement system, may now become members upon making proper application, according to Administrative Assis- (Continued on page three)

Manteo — With the Highway Commission Chairman and commissioners of the first and second divisions aboard, the "Governor Cherry," one of two vessels of the State's newly acquired LCT ferry "fleet," at 2:30 p. m. on June 12 began her initial run across Croatan Sound from Roanoke Island to Manns Harbor on the mainland.

The "Governor Cherry," which was LCT 503 before it was purchased by the Highway Commission at a cost of \$10,000 and refitted for ferry service, made the trip in 30 minutes and docked at Manns Harbor at three o'clock sharp.

Purchased by the bond buyers of the City of Memphis for war service, the former LCT has been completely reconditioned, with all war equipment removed, and can accommodate approximately 20 vehicles on its regular run. An older (Continued on page four)

Outer Banks Road Praised By LIFE

Raleigh.—Following the letting of a contract on May 20 for construction of a 17.3 mile stretch of roadway between Hatteras and Avon on the Outer Banks, interest in the project has become statewide, and now even nationwide.

In the June 16 issue, LIFE magazine gave several pages to a story about Cape Hatteras, and said about the new road project:

"This summer the State of North Carolina starts building a paved road that may eventually run the length of Hatteras Island. It will bring the tourist to one of the loneliest, most curiously beautiful areas in the whole U.S. To the region the road may bring prosperity and comforts such as it has never known."

One of the things that LIFE did not mention was the fact that construction of the Avon-Hatteras roadway may force outer banks residents to buy North Carolina license tags for their automobiles. Driving previously over makeshift roads and a short span of highway built by the U.S. Navy during World War II, residents have not hitherto been required to pay license revenue for roads which they did not have.

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PROGRESS BACKED

In a recent editorial, The Hickory Daily Record has quoted a statement of the American Automobile Association to the effect that, during the past 20 years, "more than two and a quarter billion dollars in State motor vehicle taxes have been used for purposes other than road construction work and maintenance."

Fortunately, by action of the 1947 General Assembly, North Carolina became one of a group of 19 states which have legal barriers to the diversion of highway funds, insuring that all highway revenue is spent directly for road construction and maintenance work.

To prohibit diversion of highway funds, however, does not mean to insure that revenue may not decrease in times of economic adversity. It does mean that Tar Heel motorists and the tourists who pass through North Carolina will not suffer the penalty of poor highway facilities occasioned by the juggling of funds.

North Carolina, a pioneer state in the building of highways, has reason to be proud in the knowledge that her citizens are interested in the state's continued highway progress, and are backing that progress with sound legislation.

EDITORIAL COMMENT

ROAD PROGRESS

One does not have to go outside of Cleveland county to see that the 1947 highway construction program is getting off to a good start.

But to get the over-all picture one must go to the offices of the State Highway and Public Works Commission in Raleigh.

An estimated 11,186 miles of highway will be graded, surfaced or stabilized this year at an estimated cost of nearly 44 million dollars, the largest expenditure ever planned by the state of North Carolina in a single year. Nearly three-fourths of this total will be spent for the improvement of county roads and the balance will be used on the state highway system.

There was a time when the county road system was sort of a red headed step child. Money was spent on a primary state system and if there was any left over it went to rural roads.

But now the county system has come into its own and is getting some of the attention it has been deserving all the while. We would point out, however, that the county system is not getting three-fourths of the emphasis, the same proportion it is getting of the money. For it must be remembered that there is so much more mileage in the county system than there is in the state system. Naturally it will take more money to keep the rural roads in any comparable state of repair at all.

For a long while we have been hearing a good deal about the importance of farm to market roads. It is truly gratifying to see something being done about them.

—SHELBY STAR.

The iridescent color of a duck's wing patches is not due to pigment, but to submicroscopic prisms breaking the light on the surface of the feathers.

DON'T BE AN ACCIDENTEE!



NATIONAL SAFETY COUNCIL

New Camp Opened For Negro Youths

Raleigh — State Penal Director Clyde O. Robinson has announced the opening of the State's third prison camp for youthful offenders, and the first for Negro youths, at Washington in Beaufort County.

Transferred from other camps in the State, 78 Negro men are now inmates of the Beaufort segregation camp, and apparently are satisfied with the treatment they are receiving there, Robinson said.

Of the two segregation camps, for youthful white offenders which are now in operation, the first was opened in Gatesville on May 20 by the Prison Department, while legislation authorizing such segregation procedure was pending in the General Assembly. Following passage of the legislation, which permitted the State to set up the camps but did not provide extra funds for them, a second camp for white youths began operation in May at Albemarle. Currently, 103 prisoners are confined in the two white camps.

Purpose of the three segregation camps, Robinson points out, is to protect prisoners ranging in age up to 21 years from contact with habitual offenders. At the three segregation camps maximum recreation facilities are offered the men and plans are now being made to offer them special study courses when such a program becomes possible.

B. F. Howard, superintendent of the Washington camp prior to its establishment as a segregation camp, will continue to be in charge under the new setup.

"We are unfit to serve people if we are unfriendly to them." — Preston S. Arkwright.

Today's Chuckles

1st Electrician: "Have you any four-volt, two-watt bulbs?"

2nd Ditto: "For what?"

First: "No, two."

Second: "Two what?"

First: "Yes."

* * *

"Now, remember," shouted the district attorney at the defendant on the witness stand, "everything you say will be held against you."

"Betty Grable, Betty Grable, Betty Grable!"

* * *

The railway coach was crowded and a not-too well dressed little boy had taken a seat alongside a very haughty and fashionably dressed woman. The boy was sniffing in a very annoying manner. Finally the woman turned to the boy and asked:

* * *

"Why did you have 764578 tattooed on your back?"

"That's no tattoo. That's where my wife hit me with the car while I was holding the garage door open."

* * *

Mandy went into the bank and, digging down into her ample bosom came up with 35 dollar bills to deposit. "Why Mandy," said the teller, "have you been hoarding?"

"No, sah," replied Mandy. "Ah made this money takin' in washin'!"

* * *

Bridegroom: "This steak has a queer taste."

Bride: "I can't understand it. I burned it a little, but I immediately rubbed it with vaseline."

* * *

Mistress: "When you wait on the table tonight, please don't spill anything in front of my guest."

New Maid: "Don't worry, Ma'am. I don't talk much."

:

WRIGHT BRIDGE TO BE RESURFACED IN PART

Elizabeth City — Commissioner Merrill Evans of the First Division has announced here that the portion of Wright Memorial Bridge which has not been widened would be resurfaced so it would be in good condition for the Lost Colony season.

Discussing highway projects affecting the Elizabeth City area, Evans said completion of the widening of the Memorial Bridge has been delayed because of the shortage of necessary materials but that the bridge would be widened as soon as possible. He said repairs to the Manteo Bridge would be made as soon as possible.

Division Roundup

Eighth Division

On May 23, Commissioner Raymond Smith, accompanied by Z. V. Stewart, C. A. Hayworth and J. H. Councill, made an inspection of NC 603. This is the much-discussed "Watauga River Route" leading off US 421, 7 miles west of Boone, and following the picturesque Watauga River down through Butler, Tenn., and on into Elizabethton.

It is hoped that sometime in the not too distant future this route may be developed into a modern highway. Such a highway would provide a very fine connection between western North Carolina and eastern Tennessee. Further, it would provide one of the best passable routes from the Middle Atlantic Seaboard through central North Carolina into Tennessee, and on into the great midwest.

Commissioner Smith enjoyed the trip greatly, and was particularly impressed with the T.V.A. development now in progress on Watauga River, a few miles down-stream from Butler. The earth dam now under construction will be over 300 ft. high, and will submerge the little town of Butler under 127 feet of water.

The great task of removing the many families, buildings, etc. out of the river basin is much in evidence. Heavy equipment was busily engaged in building new highways above the proposed shore line. It is understood that one of these new highways will come within three or four miles of the North Carolina line, forming an important link in the "Watauga River Route."—J. H. COUNCILL, Reporter.

PURCHASING PROBLEMS

(Continued from page one) flour, beef, lamb, butter and coffee. Some few increases are still being announced by equipment manufacturers on repair parts.

A recent article on Coal captioned "FUELACHES" summarizes the situation well, so here is a reprint: "Threat of a John L. Lewis coal strike at the end of June has the nation's major industrial coal users scurrying around for all possible supplies. As the United Mine Workers enter final weeks of negotiations with soft-coal operators, indications are that coal-dependent industries will be in a bad way unless a new contract is forthcoming. Export demand is taking everything in sight and probably will continue to do so for some time. Any new settlement with the UMW will probably result in a higher coal price. One producer declared that the UMW may seek collective bargaining

June 1-20 Period Escapes Total 12

Escapes from the state prison system, low during the first few days of June, veered upward on June 7 when two prisoners were reported as escaping from the Cumberland County camp, and went still higher when four escapes from the Caldwell County camp were reported on June 16.

For the first 20 days of June the prison reports showed a total of 15 escapes and 12 recaptures. By mid-month it was apparent that the March escape record, lowest in five years would not be broken in June.

Escape Ratings

Escape ratings for June 1-20 were:

Three Stars (No Escapes)

Central Prision and all others with the exception of the following.

Two Stars (One Escape)

Bladen 301, Jackson 1008, Scotland 610, Nash 403, Wilkes 809, Wayne 405, N. C. Sanatorium.

One Star (Two Escapes)

Cumberland 304, Montgomery 705.

Non-Star (More Than Two Escapes)

Caldwell 803.

benefits that will boost coal prices as much as 30 to 50 cents a ton. Thus, it is expected that any pressure that might be exerted on the current price situation will be nullified by the new UMW contract."

One of the tightest items at the present time is Bolts, Nuts, and Washers. While we only have an informal contract on this item, the deliveries are running anywhere from one to 12 months. Galvanized bolts, used mostly for sign work, are not in any better delivery. The delayed deliveries, the Manufacturers say, are caused by their inability to obtain raw materials. This situation is not expected to improve very soon.

Some inquiries have been received lately as to the availability of Steel Transfer files. In pre-war days this type file was plentiful; however, as far as we are able to ascertain, production has not yet been resumed. The cardboard type transfer file, we realize, is not very serviceable, but it is on contract and prompt delivery can be made. Four-Drawer letter files are more plentiful and fairly prompt deliveries can be made.

The Electric Fan situation was somewhat better around March and

MAY ACCIDENT RECORD

UNIT	TOTAL ACCIDENTS	LOST TIME INJURIES	FREQUENCY THIS MONTH
Second Division	7	0	0.0
Third Division	6	0	0.0
Fourth Division	10	0	0.0
First Division	9	1	5.7
Ninth Division	12	1	6.6
Seventh Division	14	2	11.2
Tenth Division	11	3	13.7
Eighth Division	10	3	15.7
Fifth Division	9	3	19.0
Sixth Division	9	4	21.8
Bridge Mts. Dept.	17	3	25.5
Eleventh Division	5	0	0.0
ALL UNITS	119	20	10.2

A RECORD AGAIN

Raleigh — According to Statistics Engineer James S. Burch, North Carolina's May traffic volume broke all previous records for that month, with 51,120 vehicles passing 20 traffic counters on an average day.

Previous May high came in 1941, Burch said, when 49,061 vehicles passed the counters on an average day. All-time traffic volume record was set in August, 1946 when a total of 56,219 vehicles was the daily average.

Re-iterating previous statements, Burch said that the continued breaking of traffic volume records was in part a result of record automobile registrations, a more plentiful supply of new cars and new tires, higher agricultural and industrial income, and elements of inflation.

April of this year (while it was still cool), but now that summer is really here, the situation, as to availability, has changed considerably. Those of you who were foresighted enough to requisition your requirements early, received fans, but from now on throughout this summer the situation looks "NIL."

For the benefit of one of the ten divisions, we have two Companies under contract for furnishing Explosive (Dynamite, Electric Exploders, etc.). A recent confirming requisition covering the emergency purchase of explosives was slightly out-of-line. At no time, during the period of the present contract, have we failed to get fairly prompt delivery on explosives.

A few requisitions are being received for repair parts that do not show the part numbers. Repair parts catalogues are easily obtained if an effort is made. It is not a good policy to order these catalogues on requisitions. A letter to the equipment dealer is more practical and effective. When a new piece and type of equipment is received in the Division, one of the first things a Division Mechanic should do, in the effectiveness of

MAY REPORT

(Continued from page one)

best accident record. Fewest accidents were reported in the Third Division, and the Fourth Division continued to hold its 1947 record of no lost time injuries. The Eleventh Division composed of headquarters personnel, also reported no lost time injuries for the year.

Causes of injuries were: handling objects, 12; hand tools, 14; striking against objects, 9; falling objects, 9; falls of persons, 11; operation of motor vehicles, 11; operation of other vehicles, 6; operation of machines, 6; hot substances and flames, 6; explosions, 1; and miscellaneous, 10.

Nature of injuries was: eye injury, 13; cuts and lacerations, 27; bruises and sprains, 38; burns, 4; fractures, 5; punctures, 4; amputations, 1; and infections, 3.

Most equipment accidents during the month of May, Dodge pointed out, occurred when private vehicles sidewiped state equipment in passing or at intersections. Of 24 accidents reported, one was classed as non-preventable.

maintaining such equipment, is to secure parts catalogues for his Division Storeroom and each of his District Storerooms. As a mere suggestion, a record could be maintained on your equipment record card as to when repair parts catalogues are requested and received.

RETIREMENT SYSTEM

(Continued from page one) tant W. H. Rogers, Jr. In such cases, credit will not be given for prior service but retirement benefits will begin as of the date of the application.

All employes who plan to retire in the near future are requested to file their applications for retirement early. A 30-day waiting period is observed for all persons who retire.

Business is what, when you don't have any, you go out of.

June 24 Letting To Push Contract Costs Above \$15,000,000 For Six Month Period

Raleigh — Thirty-two highway projects, including work on 205.68 miles of roadway at an estimated cost of more than \$2,798,200, scheduled to be let June 24, are expected to boost the State's expenditure to more than \$15,000,000 for approximately 900 miles of road work undertaken during the first six months of 1947.

Announcement of the June 24 letting was made June 10 by Highway Commission Chairman A. H. Graham, whose announcement was followed by a statement of Chief Highway Engineer W. Vance Baise that the letting would probably be the largest of the year. Work to be done, mostly grading and bituminous surface treatment, was slated for 29 counties included in the 32 projects.

Projects in the letting were:

Federal-Aid

Martin — Grading, bituminous surface treatment and structures of 5.4 miles south of Williamston on a county road via Smithwick to NC 171.

Wake — Grading, concrete pavement and structures of 2.16 miles on US 64 from Tarboro Street in Raleigh southeast to a point 1100 feet west of Crabtree Creek Bridge.

Alamance — Grading, bituminous surface treatment and structures of 3.82 miles from a point on county road approximately 9 miles north of Burlington west to NC 87.

Alamance-Guilford — Grading and bituminous surface treatment of 7.23 miles from a point on NC 150 at Osceola east to NC 87.

Davidson — Grading, bituminous surface treatment and structures of 2.59 miles on NC 8 from a point on NC 49 approximately 2.4 miles east of Yadkin River north to a point approximately two miles south of Jacksons Hill.

Guilford — Grading and bituminous surface treatment of 4.89 miles on NC 62 from US 421 northeast to Cobles Church Road and from Alamance Road northeast to NC 61.

Guilford-Rockingham — Grading and bituminous surface treatment of 7.91 miles on NC 150 from a point on US 29 approximately 12.5 miles northeast of Greensboro to a point near NC 87.

Gaston — Bituminous surface treatment and structures of 0.67 miles on NC 7 from a point in McAdenville across south fork or Catawba toward Lowell.

Randolph — Grading bituminous surface treatment and structures of 9.28 miles on a county road from NC 22 in Ramseur to a point in Liberty.

Scotland-Hoke — Grading, sand asphalt surfacing and structures of 1.14 miles on US 15-A, including relocation of bridge and approaches at Lumber River.

Rowan — Grading and structures of 0.30 miles on county road bridge and approaches at Third Creek .08 miles from Woodleaf.

Rutherford — Grading and structures of 3.34 miles on US 74 from a point two miles west of Ellenboro to a point in Forest City.

Henderson — Structures for overhead bridge over Southern Railway at Fletcher.

Henderson — Grading and bituminous surface treatment of 4.61 miles on county road from a point on US 64 1.9 miles northeast of Hendersonville to a point beyond intersection with road at Blue Ridge.

Transylvania-Henderson — Grading, bituminous surface treatment and structures of 5.01 miles on a county road from Little River to Crab Creek Church.

State Betterment

Currituck — Sand asphalt surfacing of 0.42 miles on county road from Poplar Branch toward Aydlett.

Edgecombe — Sand asphalt surfacing of 23.1 miles on county roads in vicinity of Tarboro, Battleboro, Rocky Mount and Sharpsburg.

Lenoir — Sand asphalt surfacing of 9.65 miles of county road from a point 0.6 miles south of La Grange through Liddell to Duplin County line.

Wayne — Sand asphalt surfacing of 16.03 miles on NC 55 and US 117 within Mt. Olive city limits and from NC 55 north 0.4 miles on US 117.

Johnston — Grading and bituminous surface treatment of 7.89 miles on county road from Stancills Chapel to US 301 at Kenly.

Nash — Surfacing of 7.21 miles on county road from a point on NC 43 to a point on NC 58 via Taylor's Store.

Wayne — Sand asphalt surfacing of 9.3 miles on county road from NC 55 at Seven Springs north to Best Station.

Caldwell — Bituminous surface treatment of 0.55 miles on US 321 from Harper Avenue along Mulberry Street south to Kenwood Circle in Lenoir.

Hoke-Robeson — Excavation and sand asphalt surfacing of 12 miles on NC 211 from junction with US 15-A in Raeford to Red Springs.

Montgomery — Surfacing of 5.81 miles on NC 27 and NC 109 from Pee Dee River to intersection with NC 78 in vicinity of Troy.

Stanly — Surfacing of 11.25 miles on US 52 and NC 27 including surfacing of structures in Norwood and Albemarle.

Mecklenburg — Surfacing of 13.3 miles on five sections of county road in vicinity of Oakdale and Huntersville.

Richmond — Sand asphalt surfacing of 11.85 miles on four sections of Richmond County roads.

Surry — Structures for bridge on county road between US 21 and Mountain Park.

Burke — Bituminous surface treatment of seven miles on NC 126 from intersection with US 70 and 64 southwest three miles on county road from intersection with NC 181 west four miles on NC 126.

Henderson — Surfacing of 6.65 miles on sections of US 25, 25-A and 64 in vicinity of Hendersonville.

Jones — Bituminous surface treatment of 5.82 miles from US 17 toward Trenton 3.2 miles on county road and from NC 12 in Trenton north toward Cove City on county road.

GOVERNOR CHERRY

(Continued from page one)

wooden ferry, the "Tyrrell," which the "Governor Cherry" replaces could only carry ten vehicles, and is now being kept in reserve as an emergency vessel.

First aboard the "Governor Cherry" on its initial run were Second Division Commissioner John G. Clark of Tarboro and W. N. Spruill, Second Division Engineer. Highway Commissioner Chairman A. H. Graham, aboard the vessel for its first run, included the ferry crossing as part of an inspection

AVA WAS HERE



(Photo by Lawrence Wofford.)

According to the folks on the second floor of the Highway building, Assistant Purchasing Agent F. B. Hall is a stuck-up man these days, after a visit which Movie Star Ava Gardner paid him June 12.

Accompanied by her sister, Mrs. John A. Grimes of Smithfield, whose husband is a friend Mr. Hall's, Ava came by to shake hands and stop for a short chat. Since her departure it is reported that a sign on one of the second floor chairs proclaims that "Ava Gardner Sat Here," and the assistant purchasing agent himself refuses to wash his right hand, which Ava shook.

trip in the first and second divisions. Also aboard were First Division Commissioner Merrill Evans of Ahoskie and First Division Engineer T. J. McKim.

The State's ferrying operations in the first and second divisions are in charge of Captain John Wilson, a licensed pilot whose former service has included the Staten Island ferries and a period during World War II with the Manteo Boat Works. Joe Clark and Mack Clark, father and son, are engineer and pilot, respectively of the "Governor Cherry."

Next development in North Carolina's ferry plans is to be the inauguration of similar LCT service at Alligator River, for which a second ferry is being readied for operation at Norfolk.

"My husband is one man in a hundred."

"How do you manage to keep him from knowing it?"

Two Prisoners Get Only One Free Day For Dix Hill Break

Raleigh — Approximately 27 hours of freedom and a round trip to Washington, D. C. were the net results for David D. Henry, 22, and Frank Beach, 28, of a break from the camp for the criminally insane at Dix Hill on June 19.

Henry, serving a 20-year sentence from Johnston County for second-degree murder, and Beach, serving combined sentences of from 14 to 23 years from several counties, were both classed as "very dangerous," but were both back in Raleigh, this time at Central Prison by 5:30 on the morning of June 20.

According to chief Prisons Inspector Kyle Matthews, the two men sawed their way out of their cell with a hacksaw, stole a 1940 Chevrolet in Raleigh, and drove to Washington. In Washington the car broke down and was put in a garage. Proceeding by taxi to nearby Fredericksburg, Henry and Beach stole another automobile and drove back to Henry's old home, at Clayton. From Clayton they drove to Raleigh to the Union Bus Station, where Henry's wife had formerly worked, and were apprehended in the vicinity of the station by Raleigh police.

HUGE WESTERN

(Continued from page one) amount to \$230,700.40, including structures. Specifications for the project call for excavation of 478,000 cubic yards of earth on a 4.8 miles stretch of roadway. Eventually, the road is to be a paved stretch of three-lane highway, which will be straight with light grades.

Unusual for the mountain area is the length of straight roadway on Project 9076. Building of a straight road with a gently rising grade is possible because of deep cuts, some as deep as 40 feet, which are being made in soil largely from rock.

At present, the grading contractor is using two complete outfits of equipment on the excavation work, and is currently moving approximately 7,000 cubic yards of dirt a day. Tentative date for completion of the project has been set as October 15.

Biennial Report

The 1944-46 biennial report of the Highway Commission, at the printers since January, has arrived, and copies are available on request from the Department of Public Relations.